



# Safety Notice

12/31/2022

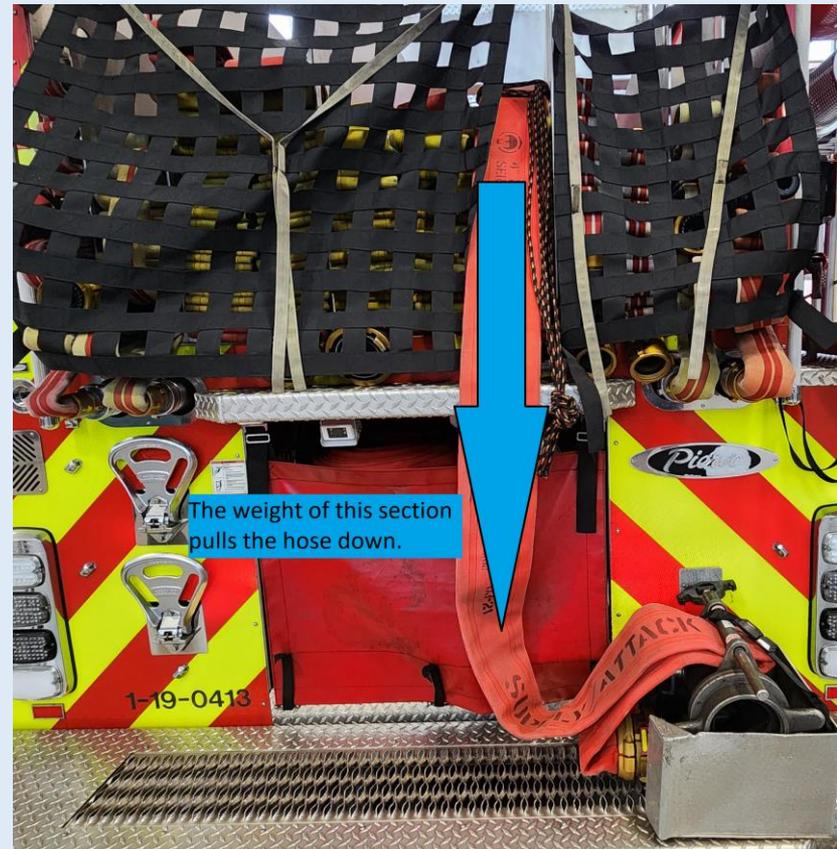
**Subject:** Recent Hose Bed Dumps in Pierce Engines

## Background:

-MCFRS has experienced three 4" LDH hose bed dumps in the past 17 days from Pierce engines, with a fourth also happening in early November.

-In all three recent incidents, it is believed that the hose came off the top of the bed in a "gravity-fed" manner in which the weight of the layout section pulled the hose down, which slid the top fold off, causing a 1,000' layout, ending with the humat valve being ripped off.

-"Why now? We've had these engines for years!" It's possible that the hose has less friction than before, possibly from fibers wearing down and filling with dirt/debris, as well as hose being 'broken in' and more pliable. Couple that with the reduced surface area from the short supply hose beds on the Pierce engines, and now we are where we are.



**SEE NEXT SLIDE FOR NEEDED ACTIONS!!**



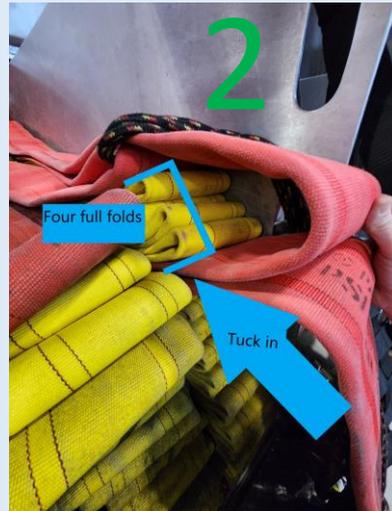
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## **Immediate Action:**

1. Pull enough hose from the top to make an approx. 1-foot fold of hose.
2. Tuck that fold ALL THE WAY IN under four full folds of the supply bed.
3. Adjust the remaining hose on top to ensure that all folds go to the front of the bed.
4. Ensure that your Halyard/Layout Strap incorporates the top hose AND the first fold under it. This further anchors the hose from sliding down.





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## **Current Best-Practices:**

1. When packing LDH, hose couplings should go towards the front of the apparatus and be arranged such that the couplings won't flip over when layed out. **\*\*BE SURE THAT YOU LEAVE ROOM FOR THE COUPLINGS** so as not to create a slope towards the back of the engine.
2. When packing LDH, the LDH should be completely flat and free of trapped air (it may be necessary to roll the hose or use a roller to accomplish this).
3. When packing LDH, the last fold of hose should always be located at the front of the apparatus. This assures that there is a full length in the bed. If a dutchman is necessary to assure the proper length of hose hanging down to the humat, the dutchman should be performed before the last length, be located as far forward as possible, and placed underneath the last full length of hose.
4. Before driving, when doing your circle check, always assure that hose is properly stowed, the hose netting is buckled and secure, and that the humat strap is secured and tight.

## **Future Actions:**

- Safety and apparatus will work jointly to develop a long-term solution.
- The solution will be implemented with a method and schedule that is TBD.